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DANIEL PECK, ATTORNEY AT LAW.

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Attorney at Law Office-No. 1222 CHAPLINE ST., WHEELING, W. VA. R. H. COCHEAN,

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Cooking and Heating Stoves

utes, Arches, Grates, Fenders and

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STOVE AND TIN REPAIRS. 64 firm taken in each ange. I warrant to give

No. 32 Eleventh Street.

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We have remove our

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To our Works.

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NORTH WHEELING All orders left at OTF & CO'S, corner

tet and Twelfth Streets, will receive

Parties wishing the

Best and Cheapest Stoves he nuket, will do well to call and see us

JOSEPH BELL & CO.,

ARLINGTON STOVE WORKS

P. CALDWELL

Marble, Slate & Iron Mantles, mon Urates, Tile and all kinds of Terra Cotta goods.

Salvanized Iron Work and Tin Roofing,

OGETHER WITH A COMPLETE AS COOKING STOVES

House Furnishing Goods. We call special attention to the

cless Radiator Shaking Grate. nost complete Grate in the market.

be seen in operation in Mr. Frank
afane residence on the Island. Call

197, 1509 & 1511 Main Street, the B. & O. R. R. Depot, mr9

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Boys

From 5 to 16 Years of Age.

We have just received a very large and

For Boys,

AGED FROM 5 TO 16 YEARS.

These Goods are CUT IN THE LATEST STYLE, of substantial and handsome fab rics, and are MADE IN THE BEST MAN-NER. The prices will be found

VERY LOW.

The public is respectfully solicited to

M. GUTMAN & CO.. Cor. Main and Twelfth Sts.

Why Should I Buy My Clothing from Thos. Hughes & Co?

ties, have unequaled facilities for boying, and therefore can afford to seil for less than those not having such advantages.

2d. They have a large corps of FIRST CLASS CUTTERS, and you are more cer tain to get a good fit there than elsewhere

3d. They sell only for cash, and do n charge you anything for losses they would have to sustain if they were doing a credit

Now is the time to buy, as the

Spring Stock

Is received, and you can get first choice by calling early.

THOS. HUGHES & CO.

Corner Twelfth and Water St

H. LINGEN, MERCHANT TAILOR

1220 Market Street,

THREE DOORS BELOW MCLURE HOUSE.

Having discontinued the Furnishin Goods part of my business, I now devote my entire time and attention to

Manufacturing to Order

And the Sale of GOODS BY THE YARD

I have now received a full line of

NEW AND DESIRABLE] GOODS, Suitable for Spring. Besides the

Best Makes of Imported Goods have a full line of AMERICAN WOOL

ENS of all grades. Please look through my stock before such prices as will sell.

N. R .- To Tailors in want of SFASON ABLE WOCLENS to fill up, I will sell a e close marain.

H. LINGEN

IUST RECEIVED-

C. Hess & Son's,

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A NEW STOCK OF

Cassimeres,

Vostings, and

-FOR-SPRING & SUMMER WEAR

ALL WOOL KNIT JACKETS. TO ORDER, in Latest Styles and at Lowest

FULL LINE OF

Prices, and a perfect fit guaranteed.

Gents' Furnishing Goods. WHITE SHIRTS MADE TO ORDER,

We invite the public to call and examine our stock, feeling assured we can offer su perior inducements.

C. HESS & SON.

The Intelligencer.

THE B. & O. ROAD,

an Abstract of the Evidence Ta ken at Various Points by the Legislative Committee in

Regard to Overcharges

TESTIMONY OF JOHN T. JANNEY.

porting a car load of corn from Mar

from Chicago to Martinsburg in August, 1877, per car load of 25,000 lbs. \$75 per

perland Valley Railroad to Martinsburg

he rates of freights on the B. & O. R. R.,

on general merchandise, have been re-

BARNETT CUSHWA'S FXAMINATION.

JOHN HUGHES' EVIDENCE.

Since the opening of the Cum-

and Discrimination

load, and at other times \$17.50. These charges occurred during the years 1865-6-7. From Cranberry Summit I have been paying \$17.50 per car load, from Oakland \$15.50, and from Swantown \$11.50. These cars were loaded to about their full capacity of 20,000 pounds each. From Cumberland to Keyser I have been required to pay \$13.70 per car load for lumber.

G. W. PAKTON.

Iumber.

G. W. PAXTON.

Mr. George W. Paxton, a citizen of Keyser, after being sworn, said: I have been in Keyser for eleven years, on the 15th of March last. My business is that of a lime burner. I have manufactured in that time about 310,125 bushels of lime, about nine-tenths of which goes over the Baltimore & Ohio Railroad. A car load of lime in Parkersburg is worth \$25, while the freight on the Baltimore & Ohio Railroad is \$54 00. At Wheeling it is worth \$25, and the freight \$83 40; at Grarksburg it is worth \$25, freight \$23 40; at Grarksburg it is worth \$25, freight \$30; to the bushel equals 20,000 lbs.—a car load. Twenty bushels of lime at Tunnelton is worth \$300, freight \$60. The freight per car load for lime from Keyser to Piedmont is \$5 per car. The freight of lime burnt by me is of such higher rate than when brought into this State from lother States that I am unable to compete with foreign limes, athough I can burn and deliver it at my kila very much echeaper than manufacturers in other States can manufacture and deliver it at their kilns. The farmers on the Alles changes are very anxousto use lime as a were proper succession and the succession of the succession of the succession of the succession of the Alles Changes are very anxousto use lime as a though the succession of the Alles Changes are very anxousto use lime as a well-seared and the succession of the Alles Changes are very anxousto use lime as a well-seared and the succession of the Alles Changes are very anxousto use lime as a well-seared and the succession of the Alles Changes and the succession of the succession of the Alles Changes are very anxousto use lime as a well-seared and the succession of the Alles Changes and the succession of The Record that Will be Submit Mr. John Janney, a citizen of Berkeley unty, residing in Martinsburg, and do ng business as a dealer in agricultural implements, fertilizers and coal, after first being duly sworn, said, that the Bal-timore & Ohio Railroad charges the same gross amount per ton for the transporta-tion of coal from Keystone & Piedmont to Martinsburg, that it charges from the same point to Locust Point, Baltimore and Harrisonburg, Va., the charge being \$1.97 per ton. I am decidedly of the n that this coal ought to be transported from Piedmont to Martinsburg at the rate of \$1 25 per ton. I paid the Baltimore & Ohio Railroad for trans-States can manufacture and deliver it at their kins. The farmers on the Alleghanies are very anxious to use lime as a tertilizer, but are prohibited from doing so by reason of the exorbitant freights charged by the Baltimore & Ohio Kailroad. The charges stated above are at the rate of 3 cents per ton per mile, except to Piedmont. insburg to Baltimore about the 8th day of February, 1877, containing about 408 bushels, the sum of \$45. I paid the pro-ducer about 40 cents per bushel for that corn. I pay \$25 per car load on salt and ertilizers from Baltimore to Martinsirg. I paid in September, 1877, for transportation per car load of 20,000 lbs. from St. Louis to Martinsburg \$84, and

on general merchandise, have been reduced from 40 cents to 25 cents per hundred from Baltimore to Martineburg.

I asked the agent of the B. & O. R. R to grant me special, or lower rates, than their usual charges for transportation, as I was shipping a considerable quantity of corn to different stations upon said road. This the sgent for the B. & O. R. R. declined to do unless I would enter into a contract to ship not less than a certain specified amount. If I would enter into such a contract the road would grant me the lower rates desired. This I declined to do, and was required to pay the usual rates. MR. JEFFERS, OF HARRICON.

John M. Jeffers, a citizen of Harrison county, residing and doing business at Salem, after being aworn, said: I am signt of the B. & O. Railroad, doing their business and handling the freight received there. I find, under the last law of the State, a notice is required to be given to the consignor that the goods are at the depot before he, the agent, can charge anything for storage. It is worth more to notify them than the charges for storage amount to, and it sometimes occurs that property is in store for ten days before the party to whom it is consigned Mr. Barnett Cushwa, a citizen and resi Mr. Barnett Cushwa, a citizen and resident of Berkeley county, after being duly aworn, said: Prior to the opening of the Cumberland Valley Railroad, the charges for shipping flour over the B. & O. R. B., from Martinaburg to Baltimore, was 60 cents per barrel by the car load. Since that time the Company charges for such transportation at the rate of 33 cents per barrel for car loads of not less than 100 barrels. If I would ship less than 100 barrels at one time I would be compelled to war a higher rate of transportation. higher rate for transportation.

JOHN HUGHES' EVIDENCE.

Mr. John Hughes, a citizen of Keyser,
Mineral county, after first being sworn,
said: I am engaged in general merchandizing at Keyser. The B. & O. Railroad
charge me, for transportation of furniture from Marietta, O, to Keyser, a distance of 194 miles, 43 cents per hundred
weight; from Parkersburg and Wheeling
the company charge me, for transportanpany charge me, for transporta-forniture, 69c per hundred, double naking \$1 38 per hundred; from Wheel making \$1.55 per numeric, from vineigo to this place, a distance of 180 miles, the company charge me 50c per barrel for flour and 25c per hundred on heavy groceries, such as augar, molasses and coffee; from Wheeling to this place the company charge me 69c per hundred on irst-class freight, and from Toledo, O, I company charge me 60% per hundred or first-class freight, and from Toledo, 0, 1 paid 35c per hundred on the same class of lreight and 25c per hundred for fourth-class freight; from Mansfield and Zanesville, 0, the company charge me 45c per barrel for transportation of flour; from Martinaburg to Keyser, a distance of 101 miles, I have to pay 50c per barrel freight on flour in lots of twenty barrels and 69c per barrel for lots less than twenty; upon stoves from Wheeling to this place 1 pay 69c per hundred, and from Wheeling to Predmont 43c per hundred, thence to this place 2 per per bundred, making 45 per hundred where I first ship to Piedmont and then reship to this place. By the policy of the company in discriminating against manufacturers and shippers within this State, merchants and consumers are driven to other States for their supplies, when we would much prefer to buy from citizens of our own

MR. PRITCHARD, OF MARION.

that property is in More for ten days or fore the party to whom it is consigned receives it. Parties very often deny re-ceiving the notice, and thus prevent me from collecting any charges without proof of notice. The amount charged for stor-age upon srticles is generally so small that it will not justify a suit to recover it. In attempting to classify the freights unthat it will not justify a suit to recover it. In attempting to classify the freights under the law of 1872-3, I find that the same articles are included in different classes, and there being a contradiction, I am unable to determine to which class they belong and find it difficult to manifest goods. I received compensation from the company for manifesting goods, self-ing tickets, and like duties. I received compensation from the consignors for storage, after the article had remained in the warehouse twenty-four hours, and after twenty-four hours notice, whenever the parties admit that they have had notice. I am governed in making my charges for freight and passengers, by the instructions of the company, and the law of the company. from Salem to Cherry Camp, a distance of two miles, not less than 25 cents on any of two miles, not less than 22 centson as a ricle however small. For a car load I would charge \$5. I charge to Clarksburg, a distance of four tene miles, 5 cents per hundred pounds. From Salem to Long Run, a distance of 52 miles, the charges would be about 12 cents per hundred. I have always endeavored to charge not exceeding 8 cents are 100 per

me, pritchard, a citizen of Marion county, after being duly sworn, said: I am a large shipper of staves (shooks) and am shipping at present from Mannington to the Monongahela River, a distance of 18 miles. I ship by the car load. For transportation I have paid, prior to the 27th of March, \$11 50 per car load of 20,000 lbs. Since that time I have obtained a special rate, and pay \$85 50 per (ar load of 20,000 lbs. In the summer of 1876 I paid \$11 50 per car load, while parties who shipped from Glover's Gap, as even miles further west, paid \$10 per car load. I pay from Mannington to Baltimore \$15 per car load.

MR. JEFFERS, OF HARRICON.

John M. Jeffers, a clizen of Harrison county, residing and doing business at Salem, after being sworn, said: I am agent of the B. & O. Raliroad, doing their business and handling the freight received there. I find, under the last law of the State, a notice is required to be given to the consignor that the goods are at the depot before he, the agent, can charge anything for storage. It is worth more strained for the consignor that the goods are at the depot before he, the agent, can charge anything for storage, It is worth more would be put into the markets of either Baltimore are the mills would be put into the markets of either Baltimore are the mills would be put into the markets of either Baltimore are the mills would be put into the markets of either Baltimore are the mills would be put into the markets of either Baltimore are the mills would be put into the field and a substance of the markets of either Baltimore are the mills would be put into the consignor that the goods are at the depot before he, the agent, can charge anything for storage, I the share a large at the last than the will be a car load. We can't ship this lumber could be put into the class above described to that the freight received the can't ship this lumber could be put into the consignor that the goods are at the depot before he, the agent, can charge and the proposed the care of the class above described delphia at \$30 per car the mills would run to their full capacity and afford a reasonable profit to their owners. Or it this lumber could be shipped west at the same rates the same results would fol-

> make a car load. COL. BAYHA'S STATEMENT. Col. Bayha, of Summit Point, states

low-800 feet of dry poplar lumber will

follows:

Regarding discriminations from ou Regarding derrimmands from Point, we pay 35 cents on merchandist from Baltimore, while the rate of Martinsburg is only 20 cents. I received the evidence from Mr. Russell in the General Freight Office in Baltimore. I wanted to send some goods to Summit Point for my family. Col. Cashwa was with me at the time. He asked me E5 cents per hundred pounds.

Mr. Cashwa asked, "Do you not ship for 20 cents to Martinsburg?" "He answered, "Yes, we have competition there." We have also to pay the same rate from my point, as the rate from Chicago to Baltimore on grain. I also complain that there is no place to receive or store grain or produce at the Summit Point depot. The consequence is that our wagons are detained for hours—frequently—from the fact that the cars are often off on the switch, a distance from the platform, and have to wait for an engine to place them in a position to be loaded—I frequently hand grain to the depot, and am compelled to haul it home again owing to the lack of facilities. Again when we deliver our grain at the depot, they don't give us a receipt, but simply a form reading somewhat in this way, "a load of grain supposed to weigh (—) subject to re-weight on arrival at Baltimore." We ship to Baltimore, and lose by this means on an average of from five to six bushels to the car—sometimes even as much as ten bushels. I once asked the agent to weigh Mr. Cashwa asked, "Do you no wille, In temporation of flour; from Martinaturg to Keyser, a distance of 10 miles, In we to pay 50e per barrel freight on flour in lots of twenty barrels and 60 per barrel for lots less than twenty; upon stoves from Wheeling to this piece I pay one stoves from Wheeling to the store of the place I by the primer of the store of the place I by the primer of the store of the place I by the property and the presence of the place I by the polley of the company in discriminating against manufacturers and shippers within this State, merchania and consumers are driven to other States for their supplies, when we would much prefer to buy from citizens of our own State.

Mr. Wm. Locke On the States of the law of the state of the supplies, when we would much prefer to buy from citizens of our own State.

Mr. Wm. Locke, Chief Clerk of the Agent of the Baltimore & Ohio Salirona is 2 cents per hundred. We have a cash book showing the receipts at the state of the company. Since the receipts at this Station. We have a manifest book of the freights shipped and have a record showing the receipts at this Station. We have a manifest book of the freights shipped and have a record showing the receipts at this Station. We have a manifest book of the freights shipped and have a record showing the receipts at this Station. We have a manifest book of the freights shipped and have a record showing the receipts at this Station. We have a manifest book of the freights shipped and have a record showing the receipts at this Station is concerned the company. I am governed by the company to the lack of famility and the decision of the company to the lack of famility and the decision of the company to the lack of famility and the decision of the company to the lack of famility and the decision of the company to the lack of famility and the decision of the company to th

CHAS. S. SENSENEY, OF WHEELING.
Mr. Chas. S. Senseney, a citizen of Wheeling, and a member of the firm of Joseph Bell & Co. manufacturers of stoves &c., after being sworn, said: We ship a large quantity of our manufactures over the Batitimore & Ohio railroad to almost all points between Wheeling and Staunton Va. From Wheeling to Staunton in quantities of less than 5,000 pounds, wa pay freight at the rate of 43 cents per hundred and upon goods exceeding 5,000 in our manifest our rates are much lower and are as cheap as any body could ask. The rates to Harrisonburg and Woodstoot. O. M. & Brules 33 -10, Mo Pacific 85, A. T. S. F. 25, through \$17 for per hundred.

GEORGE E. Lery TISTIMONY.

Mr. George E. Leps, a citizen of Keyser, after being dily sworn, said: seed as agent of the Baltimore, said: seed as agent of the Baltimore, and the same of the Baltimore and part of the time during the war. Our freight the time during the war. Our freight trates from Baltimore to this place on said specific the same on floor and grain from this place to Baltimore. Last fail a year age, or in the year 1876, plad \$50 per care on phesphates. In the fail of 1971 gots specified to the present rates are upon care loads of 18,000 and the present rates are upon care loads of 20,000 lbs. The freight and commission before the war amounted to about 17 cts. per bashel, about free years ago it amounted to about 17 cts. per bashel, about free years ago it amounted to about 17 cts. per bashel, about free years ago it amounted to about 27 cents are upon care loads of 18,000 and the year of the present rates are upon care loads of 18,000 and the year of the present rates are upon care loads of 18,000 and the year of the present rates are upon care loads of 18,000 and the year of the present rates are upon care loads of 18,000 and the year of the present rates are upon care loads of 18,000 and the year of the present rates are upon care loads of 18,000 and the year of the present rates are upon care loads of 18,000 and the year of the present present the present rates are upon care loads of 18,000 and the year of the present rates are upon care loads of 18,000 and the year of the present present the present

against the Company I would refuse it again.

Mr. S. I. Allen added to his statement of the complaints of the merchants of Gration he spoke for it that in his statement of the complaints of the merchants of Gration he spoke for it them and not for himself; that so far as in he was concerned, the weights and rates of freight bills have always been put upon his bill when requested.

C. T. Hanshaw, a citizen of Taylor county, and a resident of Grafton, after being sworn, said: I am a merchant and do a great deal of shipping over the B. & O. Ralfrond, I received flour from Landensville, two miles west of Cameron, 74 miles from this place, and pay freight sea the rate of 50 cents per barrel. I paid on one tierce of hams from Chicago to this place 30 cents per barrel. I paid on one tierce of hams from Chicago to this place 30 cents per hundred.

Tho miles, I pay 50 cents per barrel. I paid on one tierce of hams from Chicago to this place 30 cents per hundred.

Tho miles, I pay 50 cents per barrel. I paid on one tierce of hams from Chicago to this place 30 cents per hundred.

Thomas V. Howard, a citizen of Grafton, and and Henteby save freights.

Thomas V. Howard, a citizen of Grafton, and and Baltimore. We pay \$33, per car in old. A part of the state of the company charge to the state of the company charge to the state of the company charge to the place a distance of the company charge in the pay of the different mills in the lumber business and have a saw mill at ending on the lat day of January; vii; \$30 to Cumberland; \$45 to Baltimore with a remained to the carbon the same rates of freight east and west hat ending on the lat day of January; vii; \$30 to Cumberland; \$45 to Baltimore with a remained to the carbon the same rates of freight carbon to the same rates of fre

## DR. TUTT'S SARSAPARILLA QUEEN'S DELIGHT THE GREAT BLOOD PURIFIER,

Thousands of victims of Scrofnia, Rheumatic patients who have cast aside their crutches sufferers from exphilitic taint an mercurica poison, all over the land, bear witness of its

efficacy.

The seat of these diseases is in the blood, and impure blood causes unhealthy secretion, which develop Eruptions of the Skin; Sore Eyes, foul Discharges from the Nose, Ears and Womb; White Swellings; Scald Head: NightSweats; Whites; Sal plexion; Kidney Disease; Nocturnal Emis-sions, and a long trainof direful ills.

A RENOVATOR OF THE BODY

DR. TUTT'S SARSAPARILLA

TO THE LADIES.

DR. C. MOLANE'S CELEBRATED

FOR THE CURE OF Hepatitis or Liver Complaint, DYSPEPSIA AND SICK HEADACHE.

Symptoms of a Diseased Liver. DAIN in the right side, under the edge of the ribs, increases on pres sure; sometimes the pain is in the left side; the patient is rarely able to lie on the left side; sometimes the pain is felt under the shoulder-blade, and it frequently extends to the top of the shoulder, and is sometimes mistaken for a rheumatism in the arm The stomach is affected with loss of appetite and sickness; the bowels in general are costive, sometimes alter-native with lax; the head is troubled with pain, accompanied with a dull, heavy sensation in the back part. There is generally a considerable loss of memory, accompanied with a painful sensation of having left undone something which ought to have been done. A slight, dry cough is some times an attendant. The patient complains of weariness and debility; he is easily startled, his feet are cold or burning, and he complains of a prickly sensation of the skin; his spirits are low; and although h he is satisfied that exercise would be bene-ficial to him, yet he can scarcely summon up fortitude enough to try In fact, he distrusts every rem-

Several of the above symptoms attend the disease, but case have occr red where few of them existed, yet examination of the body, after death, has shown the LIVER to have been extensively deranged.

IN CASES OF AGUE AND FEVER, when with this disease to give them A FAIR TRIAL.

For all Bilious derangements, and as a simple purgative, they are unequaled.

The genuine McLane's Liver Pills bear the signatures of C. McLane and Fleming Bros. on the wrappers.

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Sold by all respectable druggists

I am now prepared to furnish all length

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REFINED SUGARS—500 BARRELS
Tellow in since and formulated functions Crushed, Powdered, Granulated, Coffee and low in store and for sale at lowest market rates M. REILLY, 1869 and 1811 Main St.

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ITS WONDERFUL VIRTUES

Under its influence the eyes grow spatians, the complexion clear, and unsightly blotches rapidly disappear. The value of this compound in general debility can not be overestimated. It arouses the flagging

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AGUE AND FEVER. Dr. C. MCLANE'S LIVER PILLS, taken with Quinine, are productive of the most happy results. No better rathartic can be used, preparatory to, or after taking Quinine. We would advise all who are afflicted

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storekeeper giving you the genuine DR. C. M<sup>Q</sup>: ANE'S LIVER PILLS, pre-pared by Fleming Bros., Pittsburgh, Pa.

Sold by all respectation dropping and country storekeepers generally. To those wishing to give Dn. C. McLawr's Lives Fills a trial, we will mail gost paid to my part of the United States, one box of Pills for pwenty-free cone.

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and size Barge Timber, at a low figure—al number one timber.
S. B. WILLIAMS, ap15 Martin's Ferry, O. GEORGE CARL,

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NEW YORK. PIANOS Beta'l price \$900 cnlv \$280. Parlor Organa, price \$340 only BEATTY, Washington, N.J.

SWEET Chewing PEST Tobacco

Price, TEN Cents.

ONE HUNDRED AND FIFTEENTH EDITION, Containing a complete list of all the towns in the United States, the Territories and the Doutsion of Counds, having a population greater than 5,000 according to the last census, together with the names of the newspapers having the largest local ciculation in each of the places named. Aiso, a catalogue of newspapers which are recommended to advertisers as giving greatest value in proportion to place charged. Aiso, all newspapers in the United States as d Chands printing over 5,000 could be calculated that a declaration of the charged of the control of the country o

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For the speedy Cure of Seminal Weskness, Los Manhood, and all disorders brought on by Indis-cretion or Excess. Any Druggist has the Ingredi

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Nature's true remedy for Nervous
and Debilitating malades, intricate
skin Diseases, Asthma, Calarria,
theunatims, Alcoholism, and all
Chronic Cases relinquished by Phys
PORFARIC TURKINH BATH COMPANY, 68
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Dr. RICORD'S ESSENCE OF LIFE

URE IMPUBLIELE This life-restoring remedy should be taken by all believes and the state of the s

For Cemetries and Yards, furnished at low rates. A fine lot of American Arbor Vitze, for hedging cemetery lots. I can be found in Marke on Saturday and Wednesday. Flowers of al kinds furnished cheap.

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PITISBURGH, CINCINNATI A ST. LOUIS Trains leave Pan Handle Depot, foot of Eleventh reet, near Public Landing, daily except Sunday, VANCE, HUGHES & CO.

> Columbus Time. Express. Fast Line. Freight. Wheelin 5:20 P.M. 7:50 4 4:50 4 8:30 4 5:35 4 10:15 4 7:45 4 10:55 p.m. 3:50 a.m. 7:45 4 7:45 4 9:07 4 3:00 a.m. 7:55 4 6:45 1 10:35 4 6:20 p.m. 8:30 p.m. 6:45 4 7:50 H

LHAVE A: M. P. M. 7:00 4:15 teubenville.... 5:25 1:10 A. M. 6:25 Dayton. 7:15 6:30 11:18 Newspaper Advertising Bureau

Trains leaving Columbus at 350 P. M. and 6:25 A. M., run dally. Through Chloage express leaves Columbus daily, except coundry, with alsoping ear atlached, arriving in Chloage at 7:50 next morning. Bertise can be secured in advance at Union Depot Ticket Office, Columbus.
Pullman's Paisse Drawing Room Steeping Cars Horough without change from Steebanyttle and Co-through without change from Steebanyttle and Co-Pullman's Paiace Drawing Room Sleeying Cars through without change from Steubenville and Co-tumbus to Cancinnati, Louisville, Indianapolle and St. Louis.

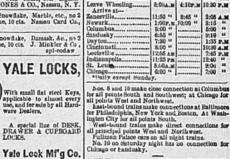
St. Louis.

For through Tickets, Baggage Checks, Sleeping Car accommodations, and any further information, apply to JUS. M. HELLEVILLE, Ticket Agent at Pan Handle Depot, foot of hieventh street, or at City Ticket Office, under McLure House, Wheeling. J. ALCRE Uffice, under McLure House, Wheeling D. W. CALDWRLL, Gaz'l Manager, Columbus, O. S. M. FELTUN, Ja. Gen'l Sopt., Pittsburgh, Par. Gen'l Fase, and Iloket Agent, Columbus, O. 176

BALTIMORE & OHIO BAILBOAD CO

O 1 and after Nov. 18, 1877, Passenger Trains will ave as follows—Wheeling Time: dally. No. 7º No. 1. Noss BANT-BOUND. Losves-Veeling .... Martinsburg..... Washington City... Saltimore..... Philadelphia..... New York..... Daily except Sund

scentific and Mechanical, Medical Massinic, J. Lille, Educational, Commercial, Insurance, B. Estate, Law, Sporting, Musical, Fashion, and or pecial class journals, very complete lists. Al anny dates of frates, showing the cost of adialog in various newspapers, and everything with beginner in adversions would like to know. A ireas GEO. P. ROWELL & CO., 10 Sprues attreew York. No. 7 stops at all Stations between Wheeling and cumberland; No. 43 stops at all Stations between No. 8, daily. No. 2.\* No. 10. daily. 10 MIXED CARDS, with name, 10c. Agents outfit 16c. L. JONES & CO., Nassau, N. Y 8:00A.M 4:10P.M 10:80 P.M



WHEELING, PITTS. AND BALTIMORE DIV. On and after November 5, 1877, Trains will run ally, except Sunday, as follows:

Eim Grove Accommodation— eaves Wheeling 6:56 a. m. 5:00 p. m. tim Grove. 7:20 a. m. 5:50 p. m. Tickets to all principal points on sale at Depot.

Office open at all hours during the day.

W. M. CLEMENTS, A. M. of T.

R. T. DEVRIES, Gen'l Agent.

CLEVELAND & PITTSEURGH RAILEOAD. **世首首** 

On and after May 20th, 1877, Trains will run ACCOM. | MAIL. | EXPRESS

11:00 A.M. 11:10 " 11:18 " 11:52 " 12:09 P.M. 1:85 " 2:30 " idgeport ..... artin's Ferry... Cedar & Imitation Cedar Boxos Tain and Fancy Paper and Work Foxes in as good ARRIVE.

10:57 A.M. 5:19 P.M. 11:58 " 5:56 " 12:30 P.M. 6:34 " 1:45 " 7:30 "

11:45 " 2:35 A.1 6:30 A.M. 8:00- "

View of Marriage! ARRIVE, Ft. Wayne hlear A PHANTE MEDICAL ADVISER:
On all disorders of a Private Statute attaint from Sah.
Aduse, Excesses, or Secret Disonate, with the best
mants of vue, Thi sare page, price to the
A CLINICAL INCOVINE on the above diseases and
these of the Throat and Lungs, Catarth, Bupture, the Leaves Steubenville at 7:45 s. m.; arrives at idgeport at 8:55 a. m.

Leaves Ctendenville at 7,63 a. m.; arrives at Bridgeoria 43.65 a. m. Special accommodation trains leave Bellaire at 2,00 a. m. and 12.65 p. m.; hiridgeport at 9.65 a. m. and 1.00 p. m.; arrive at Martin's Ferry 8.55 a. m. and 1.00 p. m.; Betturning leave Martin's Ferry at 11.55 a. m. and 8.50 p. m.; Bridgeport 11.55 a. m. 11.55 p. m.; arrive at Bellaire at 11.50 a. m. and 2.55 p. m.; arrive at Bellaire at 11.50 a. m. and 7.1 kckets to all principal points in the East and West can be uncurred; at the Hotor Ticket 676a. WE WANT AGENTS
HOW TO BE
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P. W. ZIEGLER & CU. DES Farmes, WechanLAW YE B:
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Circular and terms. 618 Arch St., Philadeliphia
DGT ets to all principal points in the East and can be procured at the Union Ticket Office. use, and at the sta mcLure House, and at the station at Bridgeport.
F. R. MYERS,
my29 General Passenger and Ticket Agent.

On AND AFTER WEDNESDAY, the 10th lost, Cars on the Wheeling & Elm Grove R. it will run as follows. Cars will leave the City corner of Market and Elereuth Sts.) and Stamm's



"COATS" Spool Cotton 18 NOW FULLY ADAPTED TO SEWING MACHINES.

Black and Colors especially desirable.

For sale by

J. S. RHODES & CO. EMSHEIMER BROS. KELLER & SCHREINER, GEORGE G. BOTH, W. J. BITLER. E. C. JEFFERS, T. T. SORGLER. JAMES R. ACKER, 15th St. A. SEAMAN, 7th Ward.

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AT WHOLESALE BY

COWAN & CO., 8th Ward. MRS. E. BELL, No. 28, 11thSt.

D. C. LIST, JR.